

WITH THE DERELICT DESTROYERS

WALDON FAWCETT

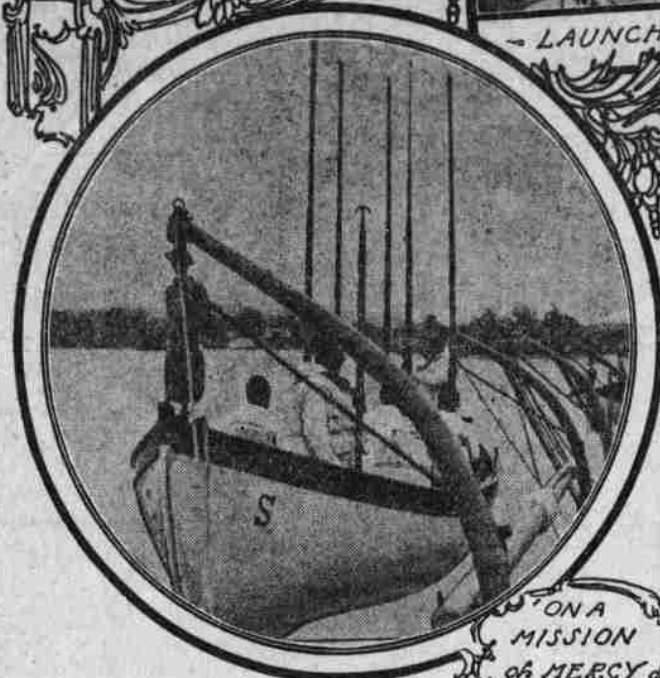
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THE ocean disaster, which resulted in the loss of the steamship Republic, and the prominent part played in the rescue work by the United States steamship Seneca has served to focus public attention for the first time upon a magnificent new government vessel—perhaps the most novel and interesting craft flying the stars and stripes.

This newcomer, the Seneca by name, is officially designated a "derelict destroyer" and not only is she a novelty among American ocean-going craft, but is unique in the world, being the first and only vessel of the kind ever designed or constructed. The primary function of the Seneca is, of course, indicated by her title, "derelict destroyer," but the usefulness of the powerful vessel is by no means confined to the removal of derelicts, wrecks or other menaces to navigation, as was eloquently proven by the part she played in the relief of Republic.

Indeed her role is to be that of a missionary of relief at sea—affording succor not only to imperiled navigators but also to vessels in distress from one cause or another. The need of such a vessel as the Seneca has been keenly felt for years, the more so because with the increase in the commerce of the world there has been a proportionate increase in the number of derelicts sighted each year—those nearly submerged hulks that float hither and thither on the high seas and constitute perhaps the most serious menace to modern navigation and one of the most difficult to avoid.

The agitation of shipping interests etc., for some definite plan of campaign against the deadly derelicts began many years ago and as long as eight years ago a crusade had taken definite form to the extent of almost unanimous advocacy of a derelict destroyer, such as is the cruiser which has recently gone into commission. However, like many another innovation, the project took form slowly and it was not until the Fifty-ninth congress that the national legislature made an appropriation of \$250,000 for the construction of the "gun cotton cruiser" which was recently completed at the great shipyard at Newport News, Va. It was eminently appropriate that this good angel of the high seas should be placed under the jurisdiction of the United States revenue cutterservice for this branch of the treasury department has, during recent years, devoted an increasing amount of attention to the destruction of derelicts and relief work of all kinds at sea. Indeed, during the winter season, the various revenue cutters that can be assigned to the work form a regular cruising fleet, the ships of which continually traverse the highways of oceanic commerce, prepared to offer aid as needed to vessels in distress. The regular revenue cutters have, on occasion, performed creditable work in the destruction of derelicts but they are none of them so well equipped, of course, for this unusual occupation as is the Seneca, and furthermore, the new "battleship of peace" has exceptional steaming radius—a most important consideration in derelict hunting—and will at all times carry sufficient coal, fresh water and other supplies to enable her to steam across the ocean if necessary.

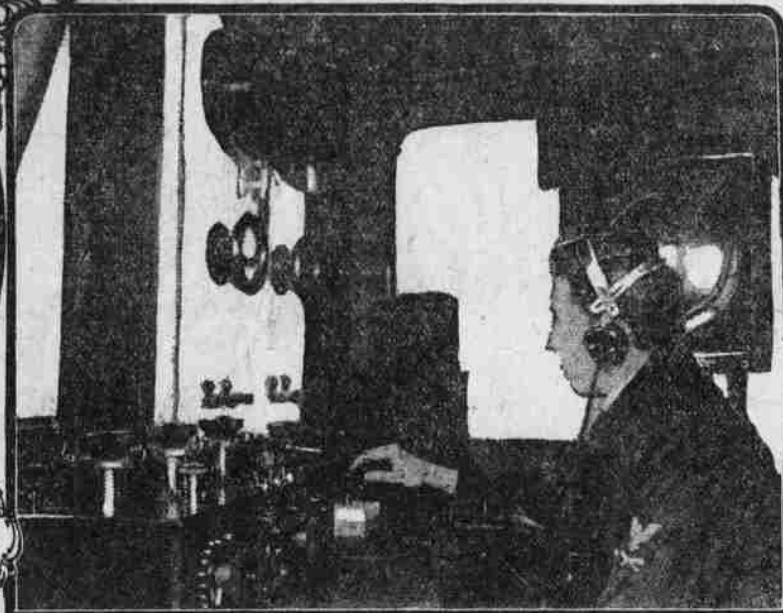


LAUNCHING A LIFE BOAT

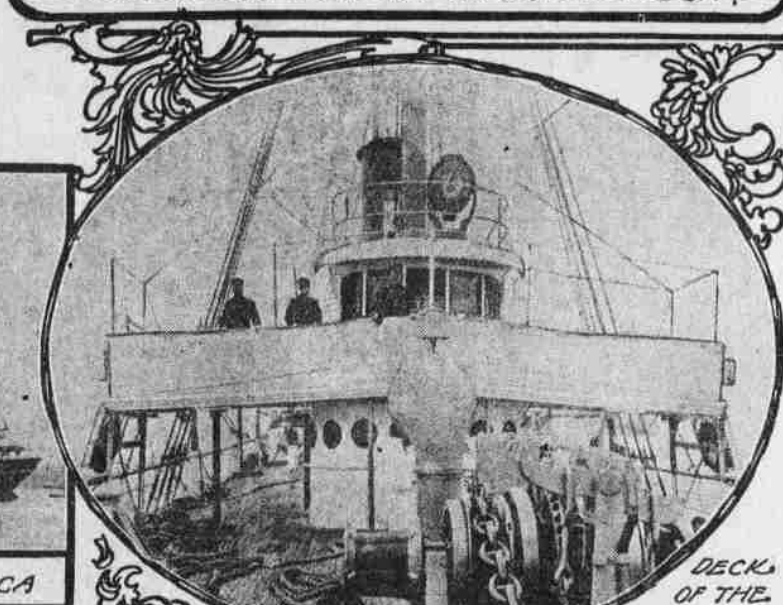
FIRE DRILL ON THE SENECA



ON A MISSION OF MERCY



WIRELESS STATION ON U.S.S. SENECA



DECK OF THE DERELICT DESTROYER

The Seneca which has lately undertaken her ingenious patrol of the Atlantic ocean is a spar-deck vessel, 204 feet in length over all, and 34 feet beam, schooner rigged with two pole masts without gaffs. It is of course very important that this over-ready relief ship shall be readily recognized at great distances by imperiled mariners or other in-

terested persons, and to that end effort has been made to render the ship thoroughly distinctive in appearance. The hull has been painted a dark green, with upper and lower sheer moldings light in color from stem to stern; the upper works and boats are white; and the spars and smokestack yellow, the latter having a black band at the top and red, white and blue vertical stripes to the lower gun band. As if this unusual color were not sufficient to arrest attention, the foremast carries a signal yard, from each arm of which is displayed a black spherical shape about three feet in diameter.

At night the Seneca displays a distinguishing signal in the form of two occulting truck lights, red on the foremast and white on the mainmast, with simultaneous 15-second flashes and 15-second intervals. Finally, a powerful wireless telegraph outfit enables communication

at all times with other ships and with shore stations.

As tools of her trade the Seneca carries an equipment the like of which was never heretofore to be found on any one vessel. Foremost among these aids are a varied assortment of explosives in various forms, for use in blowing up derelicts. The capacious magazine in the hold of the Seneca can accommodate sufficient dynamite and gun cotton to blow up a whole fleet of ships, but it is intended, of course, to use this destructive energy only in the interest of humanity. For most of her derelict destroying operations the Seneca will make use of the standard United States navy mine and the appliances provided include all the necessary electric cables, etc., for exploding these mines.

Complete as are the facilities of the Seneca for visiting

destruction upon menaces to navigation they are more than paralleled by her means of affording succor to disabled ship or sailor. There is a machine shop, manned by men experienced in quick repair work, and a hospital, thoroughly modern in equipment and in charge of a skilled surgeon. A powerful derrick and other similar appliances make the Seneca the equal of any wrecking tug now afloat. Diving apparatus renders possible under-water repairs to damaged vessels and as an alternative in case a damaged craft can not be put into shape to limp into port under her own steam the Seneca has a full complement of steel and manila hawsers and towing machines.

Finally, to turn to yet another phase of the Seneca's versatility, it may be mentioned that this interesting new good Samaritan of the high seas is, in effect, a floating life-saving station. She has line-carrying guns, breeches buoys, life and surf boats and, in short, all the utensils of a modern life-saving corps, and her boat crews are trained to handle heavy-sea working boats under all conditions likely to be encountered in rescuing imperiled persons from stranded or foundering ships. Moreover, the Seneca will, at all times, carry an extra supply of provisions for suffering mariners and has surplus quarters where rescued persons may be accommodated until they can be landed at some convenient port.

The Seneca is as powerful as she is staunch. This is essential, for the ship has been designed to be capable of steaming 5,000 miles without once stopping to replenish fuel or other supplies. Obviously she will find her greatest need for activity in stormy weather and she has been designed accordingly. Mention has already been made of the fact that her 1,800 horse power, triple expansion engines may, at any time, be called upon to put forth the extra force necessary to drag a ship as large or larger than the Seneca through long leagues of unruly seas, and energy must also be furnished to operate extra powerful wrecking and fire pumps. Incidentally, it may be noted that the crew of the Seneca is as thoroughly drilled in fire fighting as in life saving and a ship afire at sea will be robbed of much

of its menace, once the rescuer Seneca has steamed alongside in response to an alarm sounded by wireless telegraph. This new friend in need to the world's shipping carries eight officers and a crew of 65 men. She is in command of Capt. William E. Reynolds, a veteran of the revenue cutter service and unquestionably one of the ablest and most conscientious officers who has ever worn Uncle Sam's uniform in any service. The Seneca has her permanent station at Tompkinsville, N. Y., and her cruising district will comprise all that portion of the North Atlantic ocean between Portland, Me., on the north and Charleston, S. C., on the south. Of course the vessel will go beyond these limits of occasion demands, but the Gulf stream carries practically all derelicts within this radius.

MISSOURI NEWS

Springfield Wants Vets Encampment
Springfield.—Campbell Camp, United Confederate Veterans, of Springfield, has decided to make an effort to get the annual state encampment for this city. It is the desire of the members of the post to have the encampment on August 10, the anniversary of the battle of Wilson creek, or Oak Hills, which was fought twelve miles southwest of here. Mexican and Marshall also have asked for the encampment. Springfield now has railroad connections with the battlefield, and it is planned to spend a part of the day there if the encampment is held here. It was in this battle that General Nathaniel Lyon was killed.

Wooden Leg Convicts Him.
Springfield.—Charles Duke was sentenced by Judge Page in the Criminal Court to three years in prison for stealing \$57 from a Christian County farmer. A wooden leg is responsible for Duke's downfall.

Three or four months ago he robbed a grocery. The police found him near the scene of the crime, and he volunteered to aid the officers in searching for the culprit. The police discovered the man who entered the grocery had a wooden leg. Tracks of the "stump" in the mud near a window of the grocery led to Duke's arrest.

Senate to Be One Man Short.
Jefferson City.—State Senator Peter Anderson, of St. Louis, who, at the recent municipal election in that city was named inspector of weights and measures on the Republican ticket, will tender his resignation to Governor Hadley April 19. He was elected to the senate in 1906, so it is doubtful if the governor calls a special election to fill the vacancy. It would be necessary for the governor to give ten days' notice after the resignation is accepted, and this would put the election up to within a few days of the adjournment of the session.

St. Charles Fair Incorporated.
Jefferson City.—Articles of incorporation for the St. Charles Centennial Celebration Association have been filed with the secretary of state. The association is capitalized at \$5,000 and is intended to celebrate the 100th anniversary of the founding of St. Charles, the first capital of the state. The Legislature has accepted an invitation to attend the celebration in a body. The following are the incorporators: Julius C. Willbrand, Bernard N. Dyer, Edward H. Ohlms, E. H. Holtrah and D. J. Burgmeyer.

Robbers Fire on Police.
Mexico.—The safe in the Wellsville postoffice was blown open by burglars, who fought off the Wellsville night police. There was no money in the safe and the stamps that were removed were found later on the floor, where they had been dropped as the burglars fled. There were four men in the gang, all armed. They disappeared down the road leading to the Burlington station, firing as they ran.

Flood Victim Found.
Cape Girardeau.—The body of Miss Sallie Cowan, drowned in the floods, was recovered about three miles from the place of drowning. It had been carried several yards from the bed of the stream by the high waters and left entangled in driftwood.

Shoots Daughter's Suitor.
Bolekov.—Because William Whitney, 22 years old, persisted in paying attentions to his daughter against protests, John Sivlege, a shoemaker, shot Whitney in the abdomen with a shot gun. Whitney is not expected to live. Sivlege has been arrested.

Bakers Want More Money.
Kansas City.—"A smaller loaf of bread or a dime for the present size." This is the declaration of an organization of bakers formed here several months ago and including practically all Kansas City bakers.

Baby Burned in Play.
Cape Girardeau.—A 2-year-old child of Robert Hobb of Blomeyer, a few miles south, was burned and died after several hours of suffering. The child started a fire on the floor and the dress became ignited.

Negro Is Sentenced.
Sedalia.—Bert Bidwell, negro, pleaded guilty to attacking Myrtle Eller, 14-year-old white girl, at Green Ridge, this county, February 26, and was sentenced to 12 years in the penitentiary.

Ex-Marshall a Suicide.
Braymer.—Warren Hays, ex-city marshal, committed suicide at his home in the western part of town. Mr. Hays was 50 years old, married, but had no children.

Name Fulton Physicians.
Fulton.—The Board of Managers for Hospital No. 1 elected the following medical staff for the next two years: Superintendent, Dr. George Williams, of Odessa; assistants, Dr. R. W. Wiseman, Dr. R. S. Magee and Dr. D. E. Singleton.

Nevada Asylum Officers Chosen.
Nevada.—The State Asylum Board has elected W. H. Hallett, of Nevada, treasurer and S. L. Hackney, of Lamar, steward. Other officers are to be elected May 3.

President Taft to Visit St. Joseph.
St. Joseph.—President Taft is coming to St. Joseph for a visit. Mayor Clayton and John Donovan, Jr., who are now in the east, called upon him and obtained a promise to include St. Joseph in his itinerary to Salt Lake City to attend the G. A. R. reunion.

Drowned Fording Creek.
Cape Girardeau.—Miss Sallie Cowan, 50 years old, living in Cape County, was drowned while crossing a small stream in a buggy driven by her nephew, Clark Reid.

Comforts of a Snow House

The experience of those who tent in the Arctic during the colder winter months is to be summarized about as follows:

When the tent has been pitched the temperature within it is some 15 or 20 degrees higher than outside, or 30 degrees below if it is 50 below in the open; one is damp and warm from the strenuous exercise of the day, but soon becomes cold, and shivers; one crawls into his sleeping bag and makes entries in the diary clumsily with one's mittens on; the heat from one's body forms hoar frost on everything in the tent, and consoling in the sleeping bag, so that it becomes stiff and heavy with ice during the day's travel, when it freezes, and soaking wet when one gets into it at night and thaws it out; this in turn wets one's clothing, and the trousers and coat freeze stiff as sole leather when one breaks camp in the morning; the 24 hours are a round of wretchedness, and the ice-crusted tent and icy sleeping bags become a heavy load for the sled.

When one follows Eskimo methods the conditions are markedly different. On any treeless open (unless it be perhaps during the first month of winter) an area of compactly drifted snow is easily found; the snow knives of bone and iron, according to circumstances, are brought out and the surface of the drift is divided into blocks of domino shape, say 14 by 30 inches and 4 inches thick; these are then placed on edge and end to end in a circle the size of the desired ground

area of the dome-shaped hut; then, on the principles of architecture that apply to domes, whether made of stone or snow, the beehive house is completed. Two men can in an hour build a house large enough for eight to sleep in. When the house is completed a doorway is cut in its side near the ground, skins are spread over the floor, one brushes himself as clear of snow as possible and crawls inside. The oil lamps are then lit, and the house is soon brought to a temperature considerably above the freezing point; for snow is one of the best-known nonconductors of heat, and the intense cold of the outside penetrates the walls only to a very slight degree. But when the house gets warm the inner side of the snow dome begins to thaw, and the water formed is sucked into the snow, blotter fashion; when this water penetrates far enough into the snow to meet the cold from the outside it freezes, and your snow house is turned into an ice dome so strong that a polar bear can crawl over it without danger of breaking through.

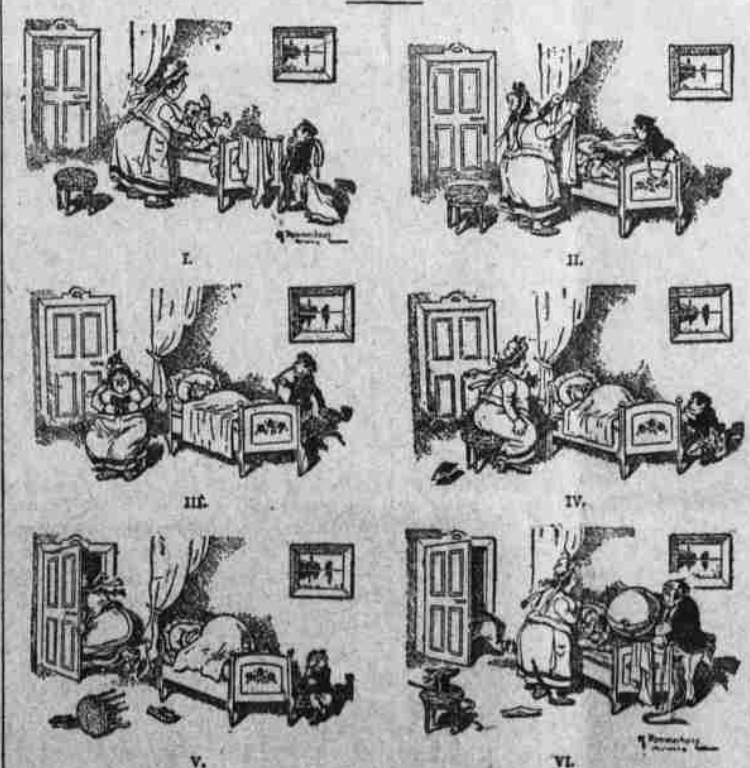
When once inside the house the Eskimos strip naked to the waist and hang their clothes to dry on pegs in the wall. On some journeys we had sheet-iron stoves (procured from whalers in former years), which we installed in the snow houses, and in which we built roaring fires.

One is well placed to take comfort in the ingenuity of man overcoming a harsh environment when, sitting snug, warm and lightly clad, one listens to an arctic blizzard whining

helplessly over the ice vault that two hours before was an oval snow bank. I longed for a dressing gown and slippers, but one cannot burden his sled with such luxuries. There was no cold to make the hands numb in writing the diary, no frost to congeal on the bedclothing and make them wet, none of the night's discomforts and

the morrow's forebodings that have been the stock in trade of the makers of arctic books. And when we broke camp in the morning we did not burden the sled with an ice-stiffened 100-pound tent, but stuck in our belt the ten-ounce snow knife, our potential roof for the coming night.—Harper's Magazine.

THE BABY, THE LITTLE BROTHER AND THE BIG FOOTBALL.



Young Hunters Lose Sleep

Now that the hunters are returning from the mountains many are the tales told of pranks played.

One old hunter was telling his friends the other day of a prank he played on a young and energetic hunter from New York, a man who believed he knew all there was to be known of wild animals of the woods.

Every day this ambitious young hunter would go on the hunt for deer alone and return with tales of the seen of deer within a short distance of the camp. Every depression among the leaves on the ground, every leaf turned over and every twig snapped was a sure sign, to his mind, that deer had been on the ground, perhaps a whole herd of them.

Early, very early, one morning the old hunter arose quietly and took with him the hoof of a deer that he carried with him for luck—a big buck's hoof—and crept to the tent of the young hunter, where he made imprints on the soft ground all around it. Many times around it went the hoofprints, and then off into the woods.

When the young hunter arose in the morning and saw the prints, clear and distinct, he said nothing, but decided that he would sit up that night and shoot the big buck and so get ahead of his companions; especially the old hunter, who thought he knew so much.

He sat up that night and many other nights in the bitter cold while his companions slept peacefully and comfortably under good warm blankets. The old hunter, after six nights, was

merciful and told the young man that it was all a joke.

Sending a young hunter on a cold, windy night to a tree on the edge of a pond a mile or so off and telling him to sit there during the night, as on such a night the deer, and perhaps moose, were sure to appear is another favorite scheme. Of course he is told that the rest of his companions are to be in other trees a few rods distant, but he is to be sure not to call, and if he did they would refuse to answer him. Then his companions go back to camp and sleep well and long while he sits all night in a tree.

First Use of War Balloon.
At the battle of Fleurbaix, June 26, 1794, in the French revolutionary period, the balloon was for the first time used in the service of the army. The Austrians, stupefied, saw the captive airship Entrepreneur above their heads at a height of 300 meters. This apparition greatly angered the Austrian, Gen. Coibourg, who cried out: "Is there anything these scoundrels will not invent?"

Left Blooming Alone.
"If you only knew what to expect," sighed the hostess; "but you don't and can't. Last month I went out and bought flowers for my party. Then my friends all sent me flowers—roses, carnations, some orchids. This month I didn't buy myself flowers, expecting the same, and, my goodness! There wasn't a single blooming flower in the flat. Not a one of them sent even a bud."

Said Uncle Silas.
When a woman goes downtown shopping she may not buy a blessed thing, but she'll still come home with a fresh lot of gossip to entertain the other women of the neighborhood.—Los Angeles Express.

Art.
Almost any millionaire would be willing to give up a large percentage of his fortune if he could tell the difference between a masterpiece and a dabb.

FRENCH DWELLERS IN CAVES

Two Million Modern Troglodytes, Mostly Peasants, in the Republic.

"There are no fewer than 2,000,000 cave dwellers in France," writes a traveler. "Whether you travel north, south, east or west, you will find these curious imitations of the homes of primitive man. They stretch for fully 70 miles along the valley of the Loire, from Blois to Saumur, and as the

train proceeds you can catch a glimpse from time to time of their picturesque entrances, surrounded by flowers and verdure. As likely as not you will see the inhabitants standing or sitting in front of their mysterious looking caverns, and unless you have learned the contrary, you will be inclined to imagine that they possess some of the characteristics of the troglodytes of old, and that their homes are mere

dens. Not so, as you will find on visiting them.

"They are nearly all well-to-do peasants, owners perhaps of some of the vineyards that deck the slopes on all sides, and their habitations are, as a rule, both healthy and comfortably furnished. These singular houses are remarkably cool in summer, without being in the least damp, while in winter they can be warmed much more easily and better than ordinary apartments. The health of the modern troglodyte is, as a rule, excellent, and

it is not uncommon to find centenarians among them. This, however, is by no means surprising when we consider that their homes are not only healthful to live in, but are also comfortably furnished and fitted up.

"In the majority of cases, these rock houses were not excavated for the special purpose of being inhabited, but with the object of obtaining stone for the building of houses. At Roche-corbon there is a rock dwelling carved out of a single block of stone, and the ingenious owner, in addition to

making a two-story villa therefrom, has provided himself with a roof garden, from which a fine view of the valley can be obtained. A similar house exists at Bourre, in which locality the disused quarries are said to date from the days of the Romans."

Immense Capital Lost.
Capital formerly invested in building at Messina is calculated at about \$15,000,000, at Reggio at \$10,000,000. The greatest portion of this is irrevocably lost.